

~~TOP SECRET~~



**PHOTOGRAPHIC  
INTERPRETATION  
REPORT**

**NATIONAL PHOTOGRAPHIC  
INTERPRETATION CENTER**

**LOGISTICS ACTIVITY  
NORTHEAST ROAD NETWORK  
NORTH VIETNAM**

25X1

~~TOP SECRET~~

25X1

**PIR-053/72**

**NOVEMBER 1972**

**COPY NO. 121**

**8 PAGES**

**Page Denied**

TOP SECRET RUFF

25X1  
25X1

## LOGISTICS ACTIVITY NORTHEAST ROAD NETWORK NORTH VIETNAM

### ABSTRACT

1. An analysis of vehicular traffic and logistics-related facilities in northeastern North Vietnam was made from a single, cloud-free operation [redacted] 25X1  
It revealed heavy use of the 1B/3 and 1A/4 road systems between China and Hanoi. Other roads in the study area showed light traffic at the time of this coverage. A total of 1,565 vehicles were on routes, in logistics support facilities, and in vehicle storage parks. Logistics support facilities were located primarily along the more heavily used routes.

2. Detailed information derived from this analysis is provided in two tables. An annotated map shows the standard route segmentation used for reporting vehicular movement. Locations of logistics support facilities and vehicle parks are also depicted on this map. Four photos show representative activity included in the report.

### INTRODUCTION

3. The increased military offensive in South Vietnam, which began in late March 1972, has probably resulted in an increased need for foreign supplies to support the North Vietnamese war effort. This, coupled with the increased bombing and the mining of its harbors, has forced North Vietnam to place additional emphasis on its overland supply routes from China.

4. [redacted] provided a unique opportunity to view a large portion of North Vietnam at one time on cloud-free photography. Using this coverage, an analysis was made of the logistics net and logistics support facilities in northeastern North Vietnam. 25X1

### BASIC DESCRIPTION

5. [redacted] provided clear photographic coverage of 25X1  
the entire study area. This area is bounded on the north by the China-North Vietnam border between Dong Dang and Mon Cay, and between the Thai Nguyen, Hon Gai, and Hanoi complexes (Figure 1).

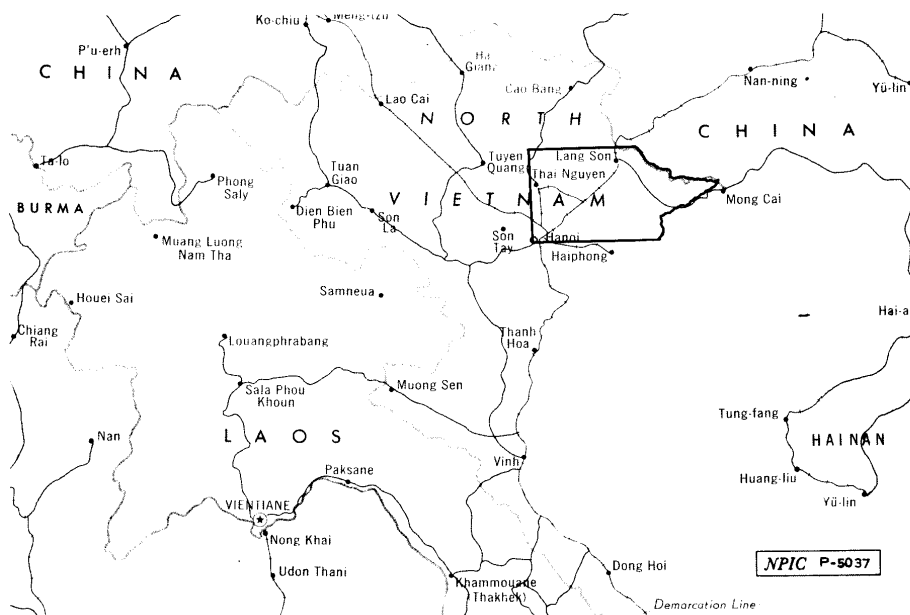


FIGURE 1. LOCATION MAP

TOP SECRET RUFF

25X1

**TOP SECRET RUFF****Traffic Analysis**

6. An analysis of traffic by route revealed that the most heavily used routes of the northeast logistics net were the 1B/3 and 1A/4 road systems connecting the China border near Dong Dang with Hanoi. The 1B/3 system was the most heavily traveled. A total of 548 trucks was observed on this logistics corridor alone. Traffic included both single-truck sightings and eight convoys ranging from six to 13 trucks per convoy (Figure 2). Thirty-eight of these vehicles had trailers or pieces of equipment in tow. The cargo in the trucks could not be determined, nor, in most cases, could a distinction be made between empty and loaded vehicles. The second most heavily traveled corridor was the 1A/4 system, where 224 trucks were observed. Except for three short convoys, all of these were single track sightings. At the time of this coverage the other major logistics routes included in the study area carried comparatively light traffic. A total of 927 vehicles were seen on the routes of northeast road net. (See Table 1.)

**Logistics Support Facilities**

7. Facilities and activities, apparently in support of the logistics system, were observed along the major routes. Thirty-one facilities were identified or suspected or providing these support functions. They include logistics control areas, storage/supply points, and truck parks. The facilities were located predominantly on the more heavily used logistics routes. Twenty-nine were on the 1B/3 and 1A/4 route systems.

8. Seventeen of the 31 support facilities were identified as possible/probable logistics control points. These areas are suspected of providing some command or control for the logistics system, possibly directing or coordinating the movement of materials on the logistics net. These same areas may also provide support (rest and refueling) to logistics personnel and equipment. They usually contain a number (up to 15) of small buildings (Figure 3). Ground scarring indicated probable continual vehicle activity, but in most instances few trucks were present. (Possibly these areas are more active during late or night hours.) Nine of the 31 support facilities were storage/supply points. They contained small amounts of unidentified supplies. Storage excavations or buildings were present at some and at least one area had POL available. No large stockpiles of materials were observed along the logistics routes. These storage/supply areas, therefore, possibly provide temporary storage for materials in transit, or, more likely, they are supply areas used only in support of logistic operations. Five of the identified support facilities were truck parks. These are areas where vehicles have pulled off the major routes, possibly for rest and refueling. Most of these are relatively small, but at one location more than 90 vehicles were present (Figures 4 & 5). The amount of track activity indicates some degree of permanency and repetitive use. These areas are probably not for long-term vehicle storage, but rather for support logistics traffic (see Table 2). A total of 188 trucks was observed at the 31 support facilities [redacted]

25X1

**Vehicle Storage Facilities**

9. Prior to the intensified bombing in April 1972, many vehicles not needed for logistics or other uses were stored in a number of vehicle storage facilities in the northeast portion of North Vietnam. These are areas where vehicles have been parked for relatively long-term storage. With the intensified bombing in this region of North Vietnam, most of these vehicles storage facilities have been abandoned. Only two vehicle storage areas remain active: the Dong Dang Truck Park #4 (21-58-18N 106-41-34E) and the Cho Trang Truck Park (21-34-10N 106-21-50E). [redacted] 258 trucks and 11 buses were in storage at the Dong Dang facility and 181 trucks were at Cho Trang.

25X1

**TOP SECRET RUFF**

**Page Denied**

Next 2 Page(s) In Document Denied

Keyed to Figure 6	Route Segment	Facility	Geographic Coordinates	Support Buildings	Trucks	Remarks
1	1A/1I	Post Control Point	21-50-39N 106-44-40E	13	4	Both sides of roads
2	1A/1I	Post Control Point	21-50-00N 106-44-42E	5	2	
3	1A/1I	Post Control Point	21-42-05N 106-37-05E	16	3	
4	1A/1H	Truck Park	21-35-57N 106-28-56E	5	11	(See Figure 4)
5	1A/1H	Truck Park	21-34-67N 106-20-45E	3	3	
6	1A/1H	Post Control Point	21-33-33N 106-29-30E	5	3	(See Figure 3)
7	1B/1E	Post Control Point	21-67-06N 106-42-55E	17	1	
8	1B/1D	Supply Point	21-54-40N 106-40-22E	17	5	Buried POL
9	1B/1D	Supply Point	21-53-65N 106-39-34E	0	2	30 stacks of supplies (approx)
10	1B/1D	Post Control Point	21-53-22N 106-35-58E	11	0	18 trucks on road at this point
11	1B/1D	Post Control Point	21-50-32N 106-32-20E	23	3	
12	1B/1D	Post Control Point	21-50-32N 106-30-35E	14	7	
13	1B/1D	Supply Truck Park	21-50-22N 106-30-14E	0	0	Heavy ground scarring
14	1B/1C	Post Control Point	21-50-50N 106-27-06E	4	0	13 Trucks on road at this point
15	1B/1C	Prob Supply Point	21-53-55N 106-26-55E	4	2	Track activity Prob stacked supplies
16	1B/1C	Truck Park	21-55-59N 106-24-15E	0	92	(See Figure 5)
17	1B/1C	Post Control Point	21-56-22N 106-23-36E	7	0	
18	1B/1B	Post Supply Point	21-56-50N 106-21-20E	9	3	Track activity Prob stacked supplies
19	1B/1B	Post Control Point	21-54-38N 106-20-40E	14	0	Post stacked supplies
20	1B/1B	Prob Truck Park	21-54-40N 106-16-55E	0	4	Track activity
21	1B/1B	Prob Control Point	21-54-10N 106-15-05E	5	3	
22	1B/1B	Post Supply Point	21-53-22N 106-12-20E	0	0	Post stacked supplies
23	1B/1B	Prob Control Point	21-50-10N 106-12-40E	18	3	
24	1B/1B	Post Supply Point	21-49-18N 106-11-70E	0	0	15 Prob storage pits
25	1B/1A	Post Control Point	21-47-30N 106-08-25E	11	4	14 U/I objects
26	1B/1A	Supply Point	21-46-40N 106-08-08E	0	0	10 Prob storage pits
27	1B/1A	Prob Control Point	21-45-35N 106-05-12E	17	0	22 U/I objects
28	1B/1A	Prob Control Point	21-43-50N 106-09-37E	9	2	
29	1A/1C	Prob Control Point	21-11-55N 105-54-25E	12	3	
30	13B/1C	Post Control Point	21-19-45N 106-42-40E	2	10	
31	14A/1C	Post Supply Point	21-19-55N 106-42-40E	0	10	Post stacked supplies

- 6 -

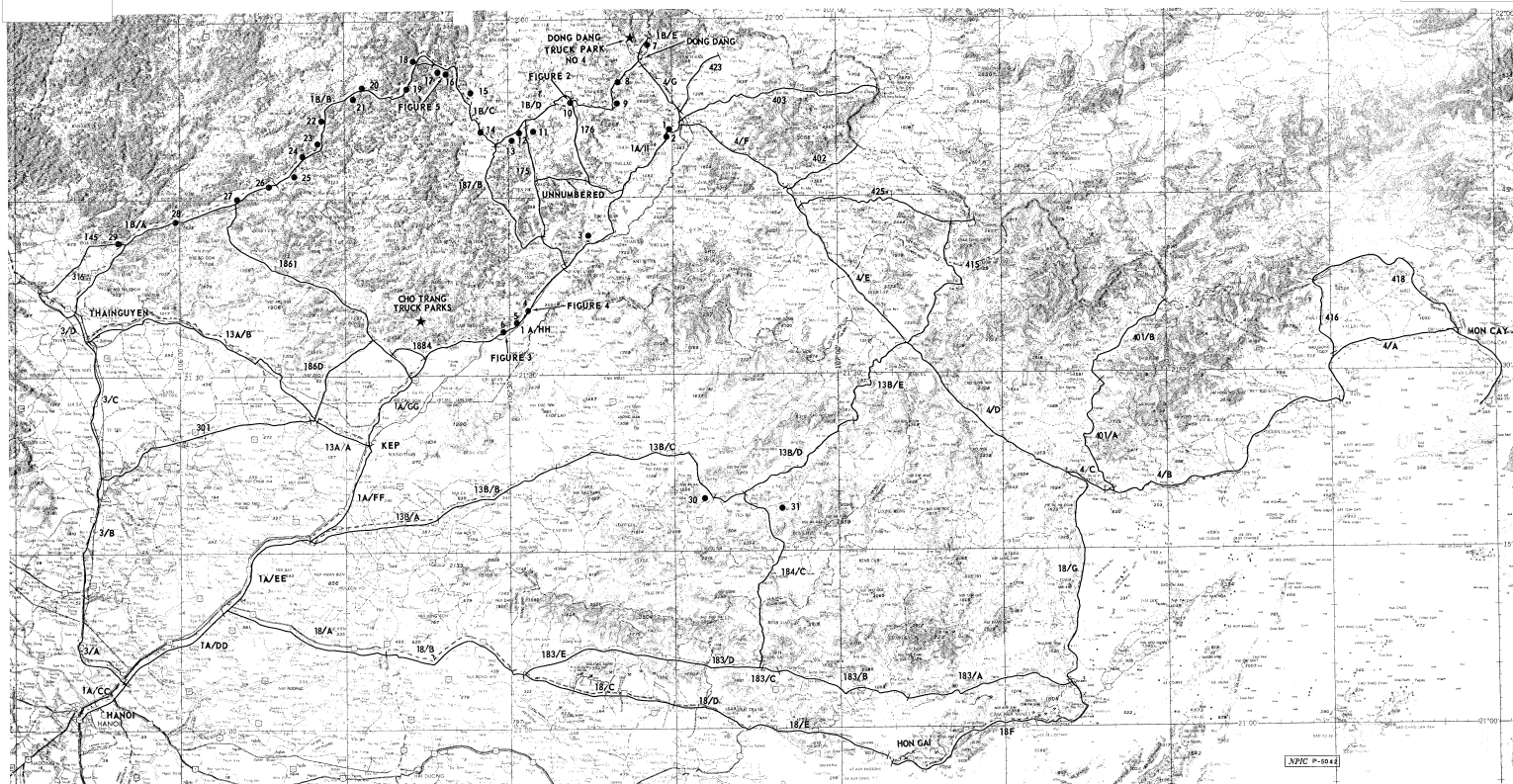


FIGURE 6. ROAD NETWORK, NORTHEAST NORTH VIETNAM

25X1

**TOP SECRET RUFF**

**REFERENCES**

25X1

**MAPS AND CHARTS**

AMS Series 1501 JOG-G, Sheets NF48-11, NF48-12, scale 1:250,000

**REQUIREMENT**

NPIC/IEG/SGD/SAB Project 120304NE

**TOP SECRET RUFF**

25X1



**TOP SECRET**

**TOP SECRET**